

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings of claims in the application:

1. **(Currently Amended)** Cargo deck for receiving a load in a cargo compartment of an aircraft, comprising:

a plurality of flat floor elements,

a plurality of functional units for moving and fixing said load to the cargo deck,

a plurality of profile elements mounted in the long direction of the aircraft and adapted to accommodate said functional units at least sections of said flat floor elements being fixedly connected to said profile elements to form deck sections that each extends across the entire width of said cargo compartment, the deck sections having two opposing outer edges each adjacent to an outer skin of the aircraft, each outer edge being directly and fixedly connected to a respective intermediate element and said respective intermediate element being directly and fixedly connected to the outer skin, each intermediate element being planar and having an outer coupling piece and an inner coupling piece, the outer and inner coupling pieces are not coplanar, the intermediate element having a long axis parallel to the long axis of said aircraft, the deck sections being each adapted such that longitudinal forces imposed on said deck section and oriented in a direction parallel to the long axis of said aircraft to act as shear forces in a surface direction of the cargo deck and these shear forces are transmitted directly to the outer edges of said deck section and dissipated from said outer edges to the outer skin of the aircraft via the intermediate elements, wherein said cargo deck is

subdivided in the direction of its long axis into a plurality of said deck sections, which are decoupled from one another with respect to said longitudinal forces.

2. **(Cancelled)**

3. **(Previously Presented)** Cargo deck according to claim 1, wherein intermediate elements are provided connected to said outer edges of said deck section and to said outer skin in order to transmit the longitudinal forces.

4. **(Previously Presented)** Cargo deck according claim 3, comprising ribs and wherein said intermediate elements are attached to said outer skin between said ribs.

5. **(Previously Presented)** Cargo deck according to claim 3, said intermediate elements exhibit a stiffness that depends on the direction of a force applied thereto and are orientated, such that longitudinal forces are transmitted more strongly than forces in other directions.

6. **(Previously Presented)** Cargo deck according to claim 3, wherein said deck sections comprise transverse beams and form modules that can support heavy loads, the deck sections being attached to said intermediate elements by way of said transverse beams.

7. **(Previously Presented)** Cargo deck according to claim 6, wherein said longitudinal forces are dissipated to said outer skin by insertion of at least end sections of said transverse beams.

8. **(Previously Presented)** Cargo deck according to claim 3, wherein said intermediate elements are connected to said deck sections in the region of end corners of said deck sections and are short in relation to an overall length of said deck sections.

9. **(Previously Presented)** Cargo deck according to claim 8, wherein at each deck section two intermediate elements are attached to said end corners of an edge of said deck section that extends perpendicular to the longitudinal direction.

10. **(Previously Presented)** Cargo deck according to claim 1, wherein said deck sections comprise transverse beams and form modules that can support heavy loads.

11. **(Previously Presented)** Cargo deck according to claim 10, comprising ribs and wherein said transverse beams comprise supporting feet for attachment to said ribs.

12. **(Previously Presented)** Cargo deck according to claim 10, wherein each deck section comprises a transverse beam, the ends of which are connected to the outer skin for the transmission of longitudinal forces thereto.

13. **(Previously Presented)** Cargo deck according to claim 1, comprising longitudinal beams and wherein said deck sections are attached at their edges to said longitudinal beams in order to dissipate forces perpendicular to the long axis of the aircraft.

14. **(Previously Presented)** Cargo deck according to claim 13, wherein said aircraft comprises ribs and said longitudinal beams are attached to said ribs.

15. **(Previously Presented)** Cargo deck according to claim 10, wherein said modules are attached within the aircraft by rapid-closure elements.

16. **(Currently Amended)** A cargo deck module for a cargo deck of an aircraft, comprising:

a plurality of substantially planar floor elements, each having a major face, a first and a second, opposite side;

a plurality of elongate profile elements, each having a bottom portion, a first and second longitudinal side and a plurality of functional units for moving and securing a load to said cargo deck; and

a plurality of transverse support elements, each having a substantially planar upper surface that extends along substantially an entire length of said transverse support element, wherein

said first side of each of said plurality of substantially planar floor elements is adjacent and connected to said first longitudinal side of a respective one of said plurality of elongate profile elements,

said second side of each of said plurality of substantially planar floor elements is adjacent and connected to said second longitudinal side of a respective other one of said plurality of elongate profile elements,

each of said plurality of elongate profile elements is connected to each of said plurality of transverse support elements and extends in a direction substantially perpendicular to a longitudinal direction of each of said plurality of elongate profile elements, and

said substantially planar upper surface of each of said plurality of transverse support elements abuts said major face of each of said plurality of substantially planar floor elements and said bottom portion of each of said plurality of elongate profile elements; and

a plurality of intermediate elements, each intermediate element ~~being planar and having an outer coupling piece and an inner coupling piece, the outer and inner coupling pieces are not coplaner, the intermediate element~~ having a long axis parallel to a long axis of said aircraft, the cargo deck module having opposing outer edges adjacent to an outer skin of the aircraft, each outer edge being directly and fixedly connected to the outer skin via a respective intermediate element, wherein longitudinal forces imposed on the cargo deck module and oriented in a direction parallel to the long axis of the aircraft are transmitted as shear forces in a surface direction of the cargo deck module and these shear forces are transmitted directly to the outer edges and

dissipated from said outer edges to the outer skin of the aircraft via the intermediate elements, wherein the cargo deck module is decoupled from another cargo deck modules with respect to said longitudinal forces.

17-18. (Cancelled)

19. **(Previously Presented)** The cargo deck module of claim 16, wherein at least one second respective one of said plurality of elongate profile elements has a pair of walls, said plurality of functional units of said second respective one of said plurality of elongate profile elements being provided between said pair of walls, said pair of walls extending from and substantially perpendicular to a cargo deck surface defined by said plurality of substantially planar floor elements.

20. **(Currently Amended)** An aircraft having a cargo deck, said aircraft comprising:

a plurality of cargo deck modules defining said cargo deck, each of said plurality of cargo deck modules comprising:

a plurality of substantially planar floor elements, each having a first and a second, opposite side; and

a plurality of elongate profile elements, each of said plurality of elongate profile elements having a first and second longitudinal side and a plurality of functional units for moving and securing a load to said cargo deck, each of said plurality of elongate profile elements extending in a longitudinal direction of said aircraft, wherein

said first side of each of said plurality of substantially planar floor elements is adjacent and connected to said first longitudinal side of a respective one of said plurality of elongate profile elements,

said second side of each of said plurality of substantially planar floor elements is adjacent and connected to said second longitudinal side of a respective other one of said plurality of elongate profile elements,

each of said plurality of cargo deck modules extends across an entire width of said cargo deck, and

a first one of said plurality of cargo deck modules is mounted in aircraft adjacent a second other of said plurality of cargo deck modules such that play in a longitudinal direction of said aircraft is provided between said first and second cargo deck modules; and

a plurality of intermediate elements, each intermediate element ~~being planar and having an outer coupling piece and an inner coupling piece, the outer and inner coupling pieces are not coplaner, the intermediate element~~ having a long axis parallel to a long axis of said aircraft, the cargo deck module having opposing outer edges adjacent to an outer skin of the aircraft, each outer edge being directly and fixedly connected to the outer skin via a respective intermediate element, wherein longitudinal forces imposed on the cargo deck module and oriented in a direction parallel to the long axis of the aircraft are transmitted as shear forces in a surface direction of the cargo deck module and these shear forces are transmitted directly to the outer edges and dissipated from said outer edges to the outer skin of the aircraft via the intermediate

elements, wherein the cargo deck module is decoupled from another cargo deck modules with respect to said longitudinal forces.

21. **(Previously Presented)** The aircraft of claim 20, wherein each respective one of said plurality of cargo deck modules comprises:

a plurality of transverse support elements, each having a substantially planar upper surface that extends across substantially an entire width of said cargo deck in a direction substantially perpendicular to a longitudinal direction said aircraft, wherein

each of said plurality of elongate profile elements is connected to each of said plurality of transverse support elements, and

said substantially planar upper surface of each of said plurality of transverse support elements abuts a major face of each of said plurality of substantially planar floor elements and a bottom portion of each of said plurality of elongate profile elements.

22. **(Previously Presented)** The aircraft of claim 20, wherein, for at least one respective one of said plurality of cargo deck modules, at least one second respective one of said plurality of elongate profile elements of said respective one of said plurality of cargo deck modules has a pair of walls, said plurality of functional units of said second respective one of said plurality of elongate profile elements being provided between said pair of walls, said pair of walls extending from and substantially perpendicular to a cargo deck surface defined by said plurality of substantially planar floor elements of said respective one of said plurality of cargo deck modules.

23. **(Previously Presented)** An aircraft having a cargo deck, said aircraft comprising:

a plurality of cargo deck modules defining said cargo deck, each of said plurality of cargo deck modules comprising:

a plurality of substantially planar floor elements, each having a first and a second, opposite side; and

a plurality of elongate profile elements, each of said plurality of elongate profile elements having a first and second longitudinal side and a plurality of functional units for moving and securing a load to said cargo deck, each of said plurality of elongate profile elements extending in a longitudinal direction of said aircraft, wherein

said first side of each of said plurality of substantially planar floor elements is adjacent and connected to said first longitudinal side of a respective one of said plurality of elongate profile elements,

said second side of each of said plurality of substantially planar floor elements is adjacent and connected to said second longitudinal side of a respective other one of said plurality of elongate profile elements, and

at least one of said plurality of cargo deck modules being fixed to said aircraft solely at one end of said at least one of said plurality of cargo deck modules in a longitudinal direction of said aircraft.

24. **(Currently Amended)** A cargo deck module for a cargo deck of an aircraft, comprising:

a plurality of substantially planar floor elements, each having a first and a second, opposite side;

a plurality of elongate profile elements, each having a first and second longitudinal side and a plurality of functional units for moving and securing a load to said cargo deck; and

a plurality of transverse support elements, wherein

each of said transverse support elements includes opposite outer ends fixedly connected to an outer skin of the aircraft, each outer end including a planar member having an outer coupling piece and an inner coupling piece, the outer and inner coupling pieces are not coplaner, the support element having a long axis parallel to a long axis of the aircraft, the cargo deck module being connected to the transverse support elements at the outer ends, wherein longitudinal forces imposed on the cargo deck module and oriented in a direction parallel to the long axis of the aircraft are transmitted as shear forces in a surface direction of the cargo deck module and these shear forces are transmitted directly to the outer ends and dissipated from the outer ends to the outer skin via the respective planar members, wherein the cargo deck module is decoupled from another cargo deck modules with respect to said longitudinal forces,

said first side of each of said plurality of substantially planar floor elements is adjacent and connected to said first longitudinal side of a respective one of said plurality of elongate profile elements,

said second side of each of said plurality of substantially planar floor elements is adjacent and connected to said second longitudinal side of a respective other one of said plurality of elongate profile elements,

each of said plurality of elongate profile elements is connected to each of said plurality of transverse support elements and extends in a direction substantially perpendicular to a longitudinal direction of each of said plurality of elongate profile elements, and

at least one of said plurality of transverse support elements comprises, on at least one longitudinal end thereof, a downward-facing bearing surface that transmits a downward force imposed on said deck section to said aircraft.

25. **(Previously Presented)** The cargo deck module of claim 24, wherein each of said plurality of transverse support elements has a substantially planar upper surface that extends along substantially an entire length of said transverse support element, and

said substantially planar upper surface of each of said plurality of transverse support elements abuts a major face of each of said plurality of substantially planar floor elements and a bottom portion of each of said plurality of elongate profile elements.

26. **(New)** Cargo deck for receiving a load in a cargo compartment of an aircraft, comprising:

a plurality of flat floor elements,

a plurality of functional units for moving and fixing said load to the cargo deck,

a plurality of profile elements mounted in the long direction of the aircraft and adapted to accommodate said functional units at least sections of said flat floor elements being fixedly connected to said profile elements to form deck sections that each extends across the entire width of said cargo compartment, the deck sections having two opposing outer edges each adjacent to an outer skin of the aircraft, each outer edge being directly and fixedly connected to a respective intermediate element and said respective intermediate element being directly and fixedly connected to the outer skin, the intermediate elements having a long axis parallel to the long axis of said aircraft, the deck sections being each adapted such that longitudinal forces imposed on said deck section and oriented in a direction parallel to the long axis of said aircraft to act as shear forces in a surface direction of the cargo deck and these shear forces are transmitted directly to the outer edges of said deck section and dissipated from said outer edges to the outer skin of the aircraft via said intermediate elements, wherein said cargo deck is subdivided in the direction of its long axis into a plurality of said deck sections, which are decoupled from one another with respect to said longitudinal forces, the cargo deck comprising ribs, wherein said intermediate elements are attached to said outer skin between said ribs, so that the ribs remain substantially free from said longitudinal forces.

27. **(New)** Cargo deck for receiving a load in a cargo compartment of an aircraft, comprising:

a plurality of flat floor elements,

a plurality of functional units for moving and fixing said load to the cargo deck,

a plurality of profile elements mounted in the long direction of the aircraft and adapted to accommodate said functional units at least sections of said flat floor elements being fixedly connected to said profile elements to form deck sections that each extends across the entire width of said cargo compartment, the deck sections having two opposing outer edges each adjacent to an outer skin of the aircraft, each outer edge being directly and fixedly connected to a respective intermediate element and said respective intermediate element being directly and fixedly connected to the outer skin, the intermediate elements having a long axis parallel to the long axis of said aircraft, the deck sections being each adapted such that longitudinal forces imposed on said deck section and oriented in a direction parallel to the long axis of said aircraft to act as shear forces in a surface direction of the cargo deck and these shear forces are transmitted directly to the outer edges of said deck section and dissipated from said outer edges to the outer skin of the aircraft via said intermediate elements, wherein said cargo deck is subdivided in the direction of its long axis into a plurality of said deck sections, which are decoupled from one another with respect to said longitudinal forces, wherein said intermediate elements are longitudinal beams exhibiting a stiffness that depends on the direction of a force applied thereto and are orientated, such that longitudinal forces are transmitted more strongly than forces in other directions.